

WORSE THAN STAGE DAYS

THE VALLEY WITHOUT THROUGH PASSENGER OR FREIGHT RATES.

The Baltimore and Ohio and the Southern Have No Traffic Arrangements and Great Trouble Results to the Public.

LEXINGTON, VA., December 19.—Special.—There is no change in the situation on the Valley branch of the Baltimore and Ohio railroad between this system and the Southern railway. If anything, the situation, in so far as the public is concerned, is more complicated and more detrimental to business interests. The Baltimore and Ohio people are operating their line from Harper's Ferry to Strasburg Junction about fifty-one miles and from the junction south to Harrisonburg and the Southern railway is operating that section of road—forty-eight miles—between the junction and the Baltimore and Ohio, with no interchange of freight or passenger traffic. The Baltimore and Ohio, with its connections to the North and South, and the Southern, with its connections to the West, are thus separated, and the public is forced to pay double and often triple rates for freight and passenger fares.

The sixty-two miles of road from Harrisonburg to Lexington, the Valley Railroad of Virginia, a distinct corporation operated by the Baltimore and Ohio, is its connection with the Baltimore and Ohio system. It is now, as in the past, run by the Baltimore and Ohio, but owing to the fact that the Baltimore and Ohio is not a through line, its operation is with but little effect or service to the business interests of the people through the Valley of Virginia.

The fact of the matter is that under the existing conditions the Valley is served with less dispatch than in the days of the old stage lines. Freight is delayed by the failure of the Southern and Baltimore and Ohio to get down to some understanding as to through rates and interchange of freight, and the merchants are put at a great disadvantage for all the goods they have shipped them via this uncooperative delay, but to pay double and over the regular freight tariff.

COSTLY APPLES.

A carload of apples arrived here a few days ago from New York on which the freight charged was \$2.00 per ton. The value of the apples. The northbound B. and O. passenger train leaves here now at 4:30 a. m. to connect at Harrisonburg with the Southern and the Baltimore and Ohio. Frequently, when the B. and O. train blows for Harrisonburg station the Southern pulls out and will wait for the B. and O. train to arrive here at 7:30 P. M. with connections from the north. The Southern Railway seems determined to keep the B. and O. out, and also the traveling public and the business interests in the valley all the delay and trouble possible.

The question is frequently asked if we have a Railroad Commissioner, what is he for, and what is he doing, that he does not look after the interests of the public who created these corporations for the public benefit as common carriers who should be made to serve the best interests of the people who gave them existence and by whose authority they exist. If the present conditions continue long the interested interests of the valley will demand some kind of legislation that will protect them from a like occurrence of the kind which has just occurred. A well known railroad man says it is his opinion that the B. and O. and Southern will come to some understanding early in the new year, and that the B. and O. will cure track arrangements that will enable them to run trains through from Harper's Ferry to Harrisonburg and stops in the Southern territory. Such an arrangement would restore through passenger and freight rates, and give service and prompt delivery would result.

RETURNED TO NORFOLK.

Young Man Charged With Embezzlement Arrested by Sergeant Hall.

Sergeant John Hall arrested Friday night, at the Windsor House, a young man named John J. Graf, assistant cashier of the New York, Pennsylvania and Norfolk railroad, for embezzling the sum of \$2,500 from that company. The shortage was discovered last Saturday evening, and Graf left the city that night, coming to Richmond on a bicycle. He spent several days on the road, reaching here Wednesday. He went to the Windsor Hotel, and remained there one week in advance. The young man explained that the shortage was occasioned by his failure to properly send in returns for shipments made.

The prisoner was carried to the first station, where he was held until Tuesday morning, when he was carried to Norfolk by Detective Eastwood, of that city, on the Norfolk and Western railroad.

Transfers of Real Estate.

Richmond.—H. Virginia Pretlow, trustee to H. Virginia Pretlow, \$25,000 on east side of Fifth street, in exchange for a tract of land in Powhatan county, known as Huguenot Springs, Va.

Henrico.—Charles H. Cox and wife to Cheever & Rose, trustees, 25 feet on north side of Richmond street, 25 feet west of North avenue, 325.00.

Crump and Cooke, special commissioners to Henry S. Wallerstein, 57 feet on Floyd street northeast corner of Strawberry street, \$25.00.

From all sections of the county large shipments of live and dressed turkeys are being made to the northern commission merchants, and good prices are being realized.

Last year this (Rockbridge) county had hundreds of thousands of bushels of fine apples to sell, that were taken by dealers from the Western and Southern States, for which the growers received a large sum of money. This year the apple supply is being drawn from New York, and the growers are going North for an extended period, and will not return until after the New Year has arrived.

Mr. Arch Alexander, who has been absent for some years in Iron Gate, Finegate, and other points, has returned to his old home, and will in the future make his home here. He will reopen his old place of business in East Lexington.

Mrs. Maggie Kerns, of Alexandria, Va., is here visiting her parents, Mr. and Mrs. P. H. Rhoads.

Mr. A. H. White, librarian of Washington and Lee University, is in Philadelphia, where she will spend the Christmas holidays.

Mr. Hagan, of Christiansburg, Va., is here, the guest of Professor Addison Hogue, of Washington and Lee University.

Mrs. William A. Glasgow is very ill. Her daughter, Mrs. W. D. Armstrong, of Salem, Va., is at her bedside.

Major E. H. Barclay, editor of the Lexington Gazette, will attend the National Press Association, at Galveston, Texas, February 10th, as one of the representatives from the Virginia Press Association. He will also attend the annual meeting of the Immigration Society of the United States, at New York, as a representative from this State.

RAN UP THE WIND SIGNAL.

The Yorktown's Adventures With a Schooner Wanting a Tow.

The New York Sun prints the following story which has a local interest here: As the Old Dominion steamer Yorktown, bound from New York to Newport News, was running up the New Jersey coast yesterday afternoon she sighted a three-masted schooner lying to about two miles off Deal Beach. When she got a little closer it was seen that the schooner was the sign of distress. Capt. Dole, of the Yorktown, who was at luncheon, was notified and went up to the pilot house. He ran his ship along by the schooner in order to hail her. He couldn't quite make

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After reviewing or summarizing the charter, Dr. McIlwaine concludes with the following: "The government as framed by the two documents was by no means free from imperfection. It was a government of the people, and the people were to be governed by the laws of the king. The king was to be the source of all power, and the people were to be governed by the laws of the king. The king was to be the source of all power, and the people were to be governed by the laws of the king.

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